

The Sun.

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The Cost of Unpreparedness.

The growth of expenditures for defense has been portentously rapid during the past sixteen years. Since the war with Spain the annual disbursements for the upbuilding and maintenance of our navy have been as follows:

1899.....	\$63,942,104
1900.....	55,953,078
1901.....	69,506,878
1902.....	67,803,128
1903.....	\$2,818,024
1904.....	102,958,102
1905.....	117,550,208
1906.....	110,474,264
1907.....	97,125,489
1908.....	118,037,097
1909.....	115,546,011
1910.....	123,173,717
1911.....	119,337,844
1912.....	135,591,956
1913.....	133,262,862
1914 (appropriations).....	140,718,434

Total for sixteen years \$1,645,000,180

The grand total of \$1,645,000,180 for the sixteen years makes the average yearly expenditure for our navy a little more than \$100,000,000 during the period of modernity. The Secretaries of the Navy in this period have been:

JOHN DAVIS LONG of Massachusetts, Rep., March 4, 1897—May 2, 1902.
WILLIAM HENRY MOODY, Massachusetts, Rep., May 2, 1902—July 1, 1904.
PAUL MORTON, Illinois, Rep., July 1, 1904—July 1, 1905.
CHARLES JOSEPH BONAPARTE, Maryland, Rep., July 1, 1905—December 17, 1906.
VICTOR HOWARD METCALF, California, Rep., December 17, 1906—December 1, 1908.
TRUMAN HANBY NEWBERRY, Michigan, Rep., December 1, 1908—March 6, 1909.
GEORGE VAN LENOE MEYER, Massachusetts, Rep., March 6, 1909—March 4, 1913.
JONATHAN DANIELS, North Carolina, Dem., March 4, 1913—

We proceed to compare this expenditure with that of the nation whose naval power, on paper at least, is most properly comparable with our own. We refer to the German Empire. The available figures exhibit the estimates as recorded from year to year in the Statesman's Year Book. As they are there given in pounds sterling, and as we have for convenience reckoned five dollars to the pound, the figures below exceed the actual expenditures of the German Government, but are sufficiently accurate for the purpose of a broad comparison:

1899.....	\$32,735,160
1900.....	37,306,820
1901.....	45,148,250
1902.....	51,170,340
1903.....	50,513,700
1904.....	56,506,850
1905.....	57,124,225
1906.....	61,742,140
1907.....	68,141,235
1908.....	84,830,930
1909.....	104,983,025
1910.....	110,544,075
1911.....	114,508,425
1912.....	117,609,175
1913.....	120,953,475
1914.....	121,988,035

Total for the sixteen years \$1,237,015,960

Here the average annual expenditure for the entire period of sixteen years is somewhat less than \$80,000,000. In other words, Germany, to get her present navy and to maintain it meanwhile, has spent less than four dollars where we have spent more than five dollars. And the comparison is between the preparedness and potential efficiency which her lesser expenditure has achieved and the lack of preparedness and lack of potential efficiency which is now being pointed out in our case, to the amazement of every patriotic American and to his intense desire that the whole truth shall now be known in order that conditions so dangerous and so disgraceful may not long continue.

Such, then, in one sense is the cost of our naval unpreparedness. How does it happen that the vast expenditure has been wasted to the extent indicated by the fearless testimony of the men who know and the men who are now telling the country the truth?

Who can say what the cost of our unpreparedness would be in that other and more important sense, the cost in

the form of penalty or blackmail exacted from the nation's purse by a successful invader after inflicting the bitterest of humiliations upon the nation's pride and prestige? Who can say?

A New Policy of Government Regulation.

There is a victory for values in the decision which the Interstate Commerce Commission rendered yesterday in the latest phase of the so-called Eastern rate case. It should encourage the return of confidence throughout the entire business and banking community of the country, especially because the measure of the victory is not confined to the actual increase in freight rates allowed.

From the day last September when a group of railroad executives called on President Wilson and laid before him the urgency of the railroad problem denoted by falling earnings and depreciating credit, there has been a growing certainty that the Interstate Commerce Commission would have to change its past policy, but it took an economic earthquake to effect the change. The European war made immediate the emergency which was inevitably impending as a result of the slow strangulation of railroad enterprise by Government regulation, and the Interstate Commerce Commission has been forced to abandon the position held in the decision rendered in the case of the same railroads on the very eve of the outbreak of the war.

What the railroads receive in the way of sanction for general advances in freight rates is substantial. The relief accorded is very nearly complete within the limits of what the railroads themselves asked for. It is something a little short of a horizontal elevation of 5 per cent. in rates, but, more than that, the private owners and the responsible managers of property devoted to public service have obtained an effective declaration of a new policy of Government regulation.

Heretofore the Interstate Commerce Commission has admitted that railroad revenues were inadequate, but it has contented itself with an academic recognition. What the commission says now is that the railroads' need is going to be specifically met by restoring to the owners and operators of the roads a large degree of the control over railway finances of which regulation had deprived them.

All Government regulation of corporate enterprise has taken its cue from the Interstate Commerce Commission. All credit has been judged in the financial markets by the standard of railroad credit. Accordingly, the new ruling in the famous Eastern rate case should have an opportune influence for general business improvement.

Why Not a System?

Nominally the street railway and public bus traffic in New York operates under the near side stop rule. Actually the vehicles stop on that side of intersecting streets that suits the convenience and whim of the police or the companies. The result is that nobody is sure from day to day where he should go to get aboard a car; bewildered patrons of the transportation companies dash blindly into the middle of the street, across the street, diagonally through the traffic, aimlessly in front of trucks and motors, trusting to luck that they may eventually ride in street cars or coaches and not travel in ambulances.

The inconveniences of the chaos that obtains, the real dangers of the entire lack of system, are apparent to all. They have been set forth in detail by correspondents of THE SUN, one of whose letters we print to-day. And what has been gained? Is the amusement that disinterested observers may derive from the enforced antics of would-be passengers worth the irritations and the distress involved?

Perhaps the near side stop would benefit all hands. New York does not know. It has neither near side nor far side stop now, but suffers an arbitrary disregard of rational system that notably increases the discomfort of all its citizens.

The Truth About the Navy From Admiral Fiske.

The thanks of the country are due to Rear Admiral BRADLEY A. Fiske for telling it, through the medium of the House Committee on Naval Affairs, that the United States has only one mine laying ship with a very limited capacity; that from want of practice the gunnery of the fleet has fallen off until it is inferior to that of at least one other sea power; that the personnel is not sufficiently drilled; that there is no general staff, although the British, German, Japanese, French, Russian, Austrian and even the Argentine navies have such an organization; the United States would go to war in a haphazard way; that "we have no plan of battle approach and we have no plan of torpedo attack"; that in mine sweepers as well as mine layers, in aeroplanes, in submarines, and "all the auxiliaries" we are deplorably deficient; that having no naval reserve worth the name we could not properly man our ships for hostilities, and that five years of methodical preparation would be required to "bring our navy up to the standard of efficiency of one of the great European navies."

When a high officer of the navy, testifying before a committee of Congress, enumerates so many deficiencies of the service and affirms that the navy is not fit for the supreme test of war the people will naturally want to know what his qualifications are to sit in judgment. Admiral Fiske has as fine a seagoing and fighting record as any officer in the navy. He is no closet doctrinaire, no pen and ink strategist. He served on the Yorktown at Vicksburg in the critical times following the Baltimore incident. He was at Rio de Janeiro in 1894 when the fleet cleared for action to enforce neutral rights; Admiral Dewey commended

him for "heroic conduct" at the battle of Manila; he took part in the bombardments of Paranaque, Malabon and San Fernando during the Philippine insurrection; he has been commander of the Minneapolis, Arkansas and Tennessee, and of a division of the Atlantic fleet. The country is indebted to him for a long list of electrical inventions that have incalculably improved the navigating and battle efficiency of the navy. He has been a member of the General Board. He has won several gold medals for prize essays on naval subjects. There is no more accomplished, practical and responsible officer in the service than Rear Admiral BRADLEY A. Fiske, who from a sense of duty has turned a searching light upon the deficiencies of the navy.

A Celtic Scholar in a Bear Garden.

DR. KENO MEYER, founder of the School of Irish Learning at Dublin and of reviews for the study of Celtic philology and lexicography, a Gaelic scholar of incomparable knowledge and achievement, as editor and translator has variously and admirably won the respect of all who are interested in the literature which he has done so much to reveal to the world. It is regrettable that he is not now among us as an exponent of learning, that he is now infesting this neutral country as a passionate alien, seeking to inflame partisans of Germany. It is particularly sad to see so distinguished a victim of the epidemic furor professorialis.

It appears from the Berlin professor's remarks at the Terrace Garden last Thursday night that his engagement to lecture at Harvard was cancelled because the president of that university, having read the address to be delivered, decided that "it would violate the spirit of neutrality which this country is trying to maintain," which Professor MEYER is resolved that it shall not maintain. It is easy to believe that Professor MEYER cannot keep King George's head out of his remarks; but he conceives that freedom of speech has been trampled upon at Cambridge:

"I could not live or breathe in an atmosphere so close and dense as that which seems to prevail at Harvard. Free utterance between man and man has always been the breath of our nostrils."

No considerations of propriety or politeness or respect for a neutral country occur to him. He assumes that academic freedom is violated because he cannot inject his political venom into a literary speech.

How much freedom of speech would he enjoy at Berlin if he tried to incite an audience, say of Poles and Jews, to ally themselves against a Government friendly to the German Empire, against, say, "the blood stained flag of Austria"? What would the Prussian police sabre have had to say to such a demonstration as that of Terrace Garden?

He must have breathed asthmatically at this Clan-na-Gael-German-American riot, where a reporter was prodded divers times with a sheathed sabre by a Lieutenant of Irish Volunteers for not rising with due observance and reverence when the "Wacht am Rhein" apparently the new American anthem, was struck up.

There's "freedom" for you. In Berlin the sabre would not have been sheathed.

More Rhetoric From Mr. Bartholdt.

AS RICHARD BARTHOLDT of Missouri is the author of the theory that Frederick the Great sent Baron STEUBEN to America to help kill the British, and believes that the same capable monarch afterward gave a sword with a silly inscription on it to GEORGE WASHINGTON, it might not be reasonable to expect from him accurate and exact statements on other subjects. Yet a man who has spent nearly a quarter of a century in the House of Representatives and has given much time to the study of international relations ought to know better than to say, as Mr. BARTHOLDT said on Wednesday, that:

"The gentleman from Iowa, the gentleman from Nebraska and myself are practically charged with high treason against the Government of the United States."

The crime of treason against the Government of the United States is described with precise particularity in the Constitution. That instrument says:

"Treason against the United States, shall consist only in levying war against them, or, in adhering to their enemies, giving them aid and comfort."

The most serious allegation made by the opponents of Mr. BARTHOLDT's schemes to involve the United States in the European war is that they would give aid and comfort to Germany by injuring that nation's enemies. But Germany is not an enemy of this country, a fact that Mr. BARTHOLDT has been at some pains to proclaim. So there has been, there can be, no charge of "treason," high or petty, against him and those who think as he does. That they are shortsighted, partisan, unwise, reckless; any of these things may be said, but no man with understanding can call them treasonable.

Mr. BARTHOLDT will probably say that he spoke rhetorically when he used this phrase, and therein lies one of the great dangers of a delicate situation. There has been too much rhetoric.

Malone? or McAdoo?

MR. MALONE is to feel the weight of Mr. WILSON's displeasure because the Republicans carried New York in November. Tammany is "discredited" in the White House, where benevolence and idealism do not obscure the desirability of pluralities, and is to be abolished by the time honored and highly practical methods which when resorted to by the mangle are called abuse of patronage.

It is a programme to stir the blood. Who is to be the ultimate beneficiary of its enforcement? Are we to exchange MURPHY for MALONE? Or is it to be McAdoo?

In the opinion of Surgeon-General BAKER of the Public Health Service, "the estimate of the number of drug users has been high," the persons addicted to

morphine do not exceed 100,000, and the cocaine users are "very much fewer." Dr. BUCK may be a capable physician and authority on sanitation, but he is plainly a poor crusader.

Wilson's business legislation praised—Headline in the Evening Post.

Strangely enough, by the United States Commissioner of Corporations, a subordinate of the Secretary of Commerce, who is appointed by the President of the United States:

The graft hunters of Rockland county succeeded in putting two men in the penitentiary, while the graft hunters in New York county put one man in the Governor's chair.

It is difficult to understand from a paragraph in the Springfield Republican whether Mr. GEORGE DUNLEY SEYMOUR of New Haven has bought the birthplace of NATHAN HALE at South Coventry, Conn., in order to preserve it or has come into possession of a house built during HALE's boyhood. Mr. SEYMOUR ought to know what he is about. He has always been an authority upon the Connecticut hero and patriot. Yale owes its statue on the campus to Mr. SEYMOUR's labor of love. He has written a book about HALE which seems to leave nothing to be said about its subject. If the birthplace of NATHAN HALE can be identified his biographer has probably made no mistake.

It would be interesting to know whether there is any real foundation for the Springfield Republican's impression that HALE was not born in the house purchased for a shrine. It is described as a typical New England farmhouse with a frame of solid-down oak, situated about twenty miles east of Hartford and commanding "a distant and lovely view westward over the Bolton hills." Waumganbaug Lake, where HALE swam, fished and dreamed as a boy, is in the vicinity.

History is silent as to whether lions ever before escaped in New York and repatriated the highways. The probabilities are that the incident of Thursday evening will not be duplicated in a hundred years. It was a unique opportunity, so, naturally, the police had to make the most of it. They managed to net three prisoners on charges not clearly defined. Justice may not be quite satisfied, but the record is swollen a little and one more point is scored for sleepless vigilance.

In the postponement until December, 1915, of the labor union bill to crowd American ships with unnecessary seamen Senator LA FOLLETTE gets a hard slam, but the national mercantile marine gets a year's respite from extinction.

MR. BURELSON'S "PROFIT."

Why Not Tell What Rent the Post Offices Do Not Pay?

TO THE EDITOR OF THE SUN:—Sir: Again we hear from the Postmaster-General that "the postal service is now becoming self-sustaining." Evidently his judgment has become mixed up in the aerial mailing service which he recommends.

I am sorry to see that this country, with the exception of the theatrical, academic, pedagogic politicians in Washington, thoroughly well understands that the postal service is a business, and that it is in the hands of the taxpayers. In the endeavor to promote their private interests, the politicians are being robbed systematically by the Government each year for carrying mails.

I am sorry to see that the Post Office should be on a paying basis. I do not know that this was ever intended, because it is largely based on convenience and service for the public, and when politicians in the endeavor to promote their personal interests, give it to the public in official reports that the Post Office is self-sustaining it is time for the people to be informed regarding real conditions.

The United States Treasury pays the rent for the buildings used by the Post Office Department. What line of business would this be a success without the constant loss to the Postmaster-General? He fails to reckon when he states in his report that the Post Office is self-sustaining.

It does not take a very strong imagination to picture the millions of dollars which would have to be paid for rent in the post office buildings in our large cities.

On counting the days until we have at Washington a competent man with business ideas to govern this country. At the present time we are engulfed in ignorance, theory and deep seated partisan political prejudice. Through the chief failure to do everything possible to weaken the business brain, enterprise and foresight of New York and New England.

JOHN W. BURELSON.

LYNN, MASS., December 17.

PICKWICK'S PIL.

Mr. M. R. Weller Restores to Mr. Tony Weller a Glorious Phrase.

TO THE EDITOR OF THE SUN:—Sir: Tuesday's "Pickwick" is a capital thing. I have been a fan of the Pickwick series since I was a child. I regret the form of this classic allusion. It might cause some of the rising generation, which it appears to me is the most dangerous, to believe that this wholesome advice originated with "Samuel" and was not from the hard earned earnings of Tony, his loved if not his friend, Mr. Weller.

Oddly enough, one of my early teachers was named Pickwick. That year was an open season for "Pickwick" allusions.

NEW YORK, December 17.

Grape Juice and Tar Water.

TO THE EDITOR OF THE SUN:—Sir: What Germany has just done to three English coast towns she could do at any moment to a dozen cities of our coast.

And still "Mr. Weller" sticks to "Grape Juice" and "Tar Water."

Pitch them into the gutter and put a bottle of Medford rum or Kentucky Bourbon in the Cabinet.

Far fetched and reliance upon grape praters are no protection against hostile enterprises. Our people are loath to enter into war, but "by the splendor of God" they will know how and when to crush the inopportunities who now "havokey" disaster and subjugation.

The exclamation of wrath against Mr. Weller's policy is past due. Is a "man" Mr. President, or get into your cellar!

A VIRGINIAN.

BROOKLYN, December 18.

The Lay of Service.

TO THE EDITOR OF THE SUN:—Sir:

Service! Service! Service! That is the new Freedom's way.

Service! Service! Service! Sons of unknown clay.

Now "Made in U. S. A."

For he who serves

And runs away

Has live to serve

Lack a day!

Well a day!

Don't fight!

Good night!

JOHN P. DAVIS, M. D.

NEW YORK, December 18.

THE NEAR SIDE STOP.

Should Not New York Return to the Old Fashioned System?

TO THE EDITOR OF THE SUN:—Sir: The Fifth Avenue Coach Company up to the first of the month continued to have its buses stop at the far corner. This enabled passengers to alight at the corner without danger to themselves or injury to their clothing. To establish so-called uniformity under the near side stop ordinance the Police Department ordered the company to use the near side stop, with the result that it is impossible for the buses to draw up near the curb to let passengers on or off. Consequently it is dangerous to the passengers and obstructive to traffic on Fifth avenue.

The near side stop as applied to trolley cars is even more dangerous besides unnecessarily obstructing traffic. At the intersecting streets a passenger who is about to alight or embark on a car must cross on the street at a distance of from thirty to sixty feet from the crosswalk, whereas when boarding a car at the far side stop as before it was possible to enter a car practically at the edge of the crosswalk.

Under the present regulation when it is necessary for a car to stop and let passengers on or off, the car must stop at the curb, and it is next to impossible for the public to tell whether or not the motorman is going to stop to take passengers on or let them off.

Furthermore, under this condition it is very difficult for operators of motors or drivers of wagons to observe the eight foot rule. If a car stops at the curb and the near side crossing vehicles that wish to turn into the side street cannot do so until they have determined whether the car is going to stop. If the car does stop, they must wait until the car has proceeded.

At street intersections the driver or operator of a vehicle about to cross is not positive when a car is supposed to stop at the curb whether the car is going to stop, because cars are not compelled to stop unless passengers are going to alight or embark. The motorman does not alight at the curb waiting for a signal. If no signal is given he "goes up" and crosses the street. The hesitancy of the motorman and the slowing down of the traffic make the driver or operator uncertain whether the car is going to stop at the curb or not. This applies to pedestrians about to cross at street intersections and leads to endless confusion.

Public Service Company of New Jersey tried the near side stop for a month and was forced to change to the far side stop. The same is true of Connecticut.

The death of Traffic Officer Lohr a last Tuesday was due to a great degree to the fact that cars are compelled to stop at the near corner. One car may stop at the corner and another may not. This acts like a traffic jam and is most confusing to say the least. Whereas if the cars were compelled to cross the street without stopping the traffic officers as well as the general public would be benefited by uniformity and there would be no confusion, as exists now.

Advantages of the near side stop would be more fully shown when the streets are covered with three inches or more of snow.

EDWARD S. CONNELL.

Secretary National Highway Protection Society.

New York, December 18.

WATCHFUL WAITING.

Viewing Conditions on the Border, an American Is Ashamed of His Country.

TO THE EDITOR OF THE SUN:—Sir: Five American killed and seven wounded on the soil of the United States by Mexican bullets. Just think of it! This is a national and international disgrace. It is a disgrace that should be a warning to all. It is a disgrace that should be a warning to all. It is a disgrace that should be a warning to all.

Through tariff reductions and legislative meddling business sunk below normal proportions. This came the war in Europe. It is a disgrace that should be a warning to all. It is a disgrace that should be a warning to all. It is a disgrace that should be a warning to all.

When I see the treatment we get from Mexico and the attitude of those in power at Washington I am ashamed of my country.

V. GOLDTHWAITE.

Boston, December 18.

Sell to All Customers.

TO THE EDITOR OF THE SUN:—Sir: It is not for the United States to consider what are contraband exports; it is for the belligerents to intercept and seize them whenever they can.

It is a disgrace that should be a warning to all. It is a disgrace that should be a warning to all. It is a disgrace that should be a warning to all.

Now is a favorable opportunity for the development of our industries and trade. Every legitimate way of making money for the United States is the greatest service that the Government should encourage.

It is a disgrace that should be a warning to all. It is a disgrace that should be a warning to all. It is a disgrace that should be a warning to all.

ALFRED R. BOWEN.

MOORE BETHLE, SCHENECTADY, N. Y., December 17.

The Discouragers of Commerce.

TO THE EDITOR OF THE SUN:—Sir: There are two confederacies which should not be overlooked. One is the operation of contraband to belligerents.

The first is hypothetical. Suppose all contraband, including foodstuffs, machinery, etc., should be exported to Germany. The British Empire, our largest customer by far, leaving become involved in war with Germany, would be a disaster to us. It would become our duty to interrupt the commerce of our nation because the British Empire was a belligerent.

At we ready to do that? The principle is the same.

The second confederacy is practical. Considering the principle and acting upon best customer? She is a serious danger to us. It would avoid serious commercial relations with a power which subjected our part of the world of Abysinia, who by the simple expedient of declaring war against Great Britain forced her into the unwilling role of a belligerent.

It is a disgrace that should be a warning to all. It is a disgrace that should be a warning to all. It is a disgrace that should be a warning to